

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	Bulgaria	REPORT	
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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1. According to a recent census, the population of Bulgaria is about 6,000,000. The Armed Forces (Army, Navy, Air) have a total strength of about 300,000 men.

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2. Travellers entering and leaving Bulgaria at the Yugoslav border are subjected to a very thorough search. All documents are inspected and verified page-by-page.

Railroad Information

3. The international railroad line from Caribrod, Yugoslavia, to Sofia, Bulgaria, is served by trains which are in fair condition but rather old. The trains were not noticeably behind schedule on this route. Before entering Bulgarian territory, all but two or three railroad employees got off the train; the Bulgarian personnel took over the operation of the train at a small station four or five kilometers beyond the border. From Bulgaria into Yugoslavia the same regulations applied.
4. The train which serves the Sofia-Varna line is composed of very old cars. On this line there are only three sleeping cars, which were formerly the royal cars. These, like all railroad equipment were poorly maintained and left much to be desired in the way of cleanliness. These trains are very late (sometimes as much as three hours) and are always extremely crowded.
5. the tracks, switches, signal equipment, bridges, and viaducts are in good condition. On the Caribrod-Sofia section, most of the bridges are of recent construction. On the Sofia-Varna line, many bridges are iron constructions which are provisional replacements for the masonry bridges which were destroyed during World War II.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC							
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6. The Caribrod-Sofia line is guarded by sentries spread out along the railroad at intervals of 200 to 300 meters. [redacted] unable to note security measures between Sofia and Varna [redacted] Sentries were located at the end of all railroad bridges.

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Roads

7. The Caribrod-Sofia highway is not asphalted. It is not more than five meters wide, and parallels the railroad line for most of the distance between the two cities.
8. The Varna-Teke road is similar to the preceding road, but runs farther from the railroad line, following a substantially different route. It is not in a good state of repair and has numerous holes.
9. The Teke-Reka Kadikoi road is a dirt road with numerous curves and holes. This road seems to be no more than two meters wide, thus permitting only one-way traffic.

Sofia

10. There is practically no commerce in Sofia. Automobile traffic is scarce; most of the private automobiles travel around the city streets with the blinds down.
11. Many shops in the middle of the city show products that are not on sale (shoes, clothing, purses, etc.) which government propaganda promises for mass production in the near future. The cost of all goods is very high, while salaries are extremely low. For example, a worker earns from 16 to 18 leva per day, while lunch in a restaurant costs 800 leva (sic) and a pair of shoes with crepe soles costs 200 leva.
12. [redacted] noted many barracks buildings and military offices in the vicinity of the railroad station. After sunset large numbers of Army men and some Navy officers were seen in the streets.
13. "Metalimport" occupies a 4-story building at No. 2 Slavyanska Street (telephones 74321-84991)¹. Among the officials of this organization, which is concerned solely with foreign trade, [redacted]

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- a. Khristova (fnu), a division chief, [redacted]

- b. Toduskol (fnu), an engineer; [redacted]

14. Among the officials of the Bulgarian Maritime Agency, [redacted] the director, Tremol Ivanov, an engineer, and [redacted] the chief accountant, Ivan Parev. The principal branches of this agency are those of Varna and Burgas.

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15. The Ministry of Transport is located in a 3-story building at No. 2 Lege Street² (telephone 72251/52/53). Among the officials of this ministry, [redacted] the chief of the Water Transport Directorate, Genov (fnu), an engineer, as well as the engineers Minkov (fnu) and Vasiliev (fnu). [redacted]

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16. Some time ago, about winter 1952, over 25 microphones planted by Bulgarians employed at the [redacted] Embassy were discovered in the Embassy building, which is adjacent to [redacted]. Moreover, [redacted] in all embassies and homes of foreigners resident in Bulgaria, the government forces the employing of loyal local elements who report periodically to the police concerning all activities of the persons or offices for whom they work. This fact is known to the foreigners, but is one of the conditions which all must endure.

Varna

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17.

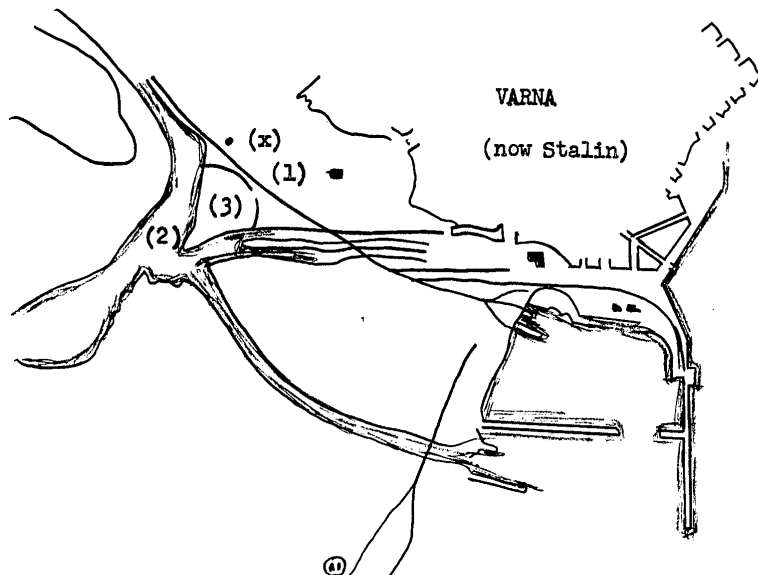
18. The city of Varna is poorly illuminated, since the street lights operate by irregular current. Current is normal in the offices and hotels.

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19. Among the officials of the Varna branch of the Bulgarian Maritime Agency, [redacted] Topalski (fnu), a technical official.

20. [redacted] the Varna shipyard. [redacted] 50X1-HUM

[redacted] like all Bulgarian shipyards, works on behalf of the Soviet Union. [redacted] along line shown as (1) below. [redacted] noted at about 800 meters from point (x), with moorings at (2), a floating iron dry dock of about 800 to 1,000 tons capacity which has two little cranes. The dry dock was empty. At area (3), [redacted] noted several long low constructions, partly wood and partly masonry, which perhaps house a Navy workshop. No mooring places were noted at area (3)

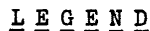


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